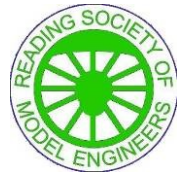


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Free to members
50p when sold

The Prospectus

May 2015



Nimrod Airborne Early Warning prototype is prepared for take off at the 1978 Farnborough Air Show. In the mid-1970s a modified Nimrod was proposed as a replacement for the Lancaster-derived, piston-engined Shackleton. Eleven existing Nimrod airframes were to be converted by British Aerospace at the former Avro plant at Woodford to house the GEC Marconi radars in a bulbous nose and tail. The project was plagued by cost over-runs and problems with the GEC 4080M computer used. In December 1986 the project was cancelled. The RAF eventually received seven Boeing E-3 Sentry aircraft instead. *Photo John Billard, story Wikipedia.*

**LETHAL DOORS
TRACK NEWS
A SIGNAL ABLAZE
LOST CARRIAGES
CLUB DAY PICTURES**

DAWSON'S DIARY

kept by the President

A very busy working Wednesday had a lot going on. The date was 25th March, the members really got stuck in again. A large gang turned up and did a lot of digging out the soakaway from the club house tea bar. Nigel Penford and six or more men made short work of the job. The members finished the job in one day grass and all. Other work on the go were being sorted like the 7 ¼" trollies having improved vacuum pumps fitted by Alan Thatcher and Brian Joslyn also a lot of reworking of the wheels and brakes. Repairs to the club Baldwin con rod with new parts to the big ends made ready for public running in April. Chris Simon's gang doing the ground level track ballasting and realigning the rail has improved the ride around the track.

On top of all this the birthday parties have been doing well so far this year and the support from the membership has been very good.

Parks and Gardens as usual doing their bit to keep the site looking nice, at the moment the flowers are looking very good at the station all blooming well now the sun is a bit warmer these days.

Many thanks to you all.

I was very pleased to see our member Dennis Packman at the club house once again. We hope to see more of him from now on.

Easter Sunday was very well supported by the loco owners. It's a busy time for all concerned. The public numbers were down at this time of the year holidays etc. would make a difference. There were many locomotives in the steaming bays. Alf was track manager. He made sure that those members who had a loco got some run some time in the day. The club Baldwin ran okay this time after some maintenance the week before. There are some small items to attend to which will be done when time permits. The soakaway worked very well not an overflow in sight, well done Nigel and the members involved with this job. There was plenty of tea flowing from ten tea bar once again many thanks from us all, Ladies, well done for making it a great day.

Young Marcus had his Polly Two on show collecting donations for our young engineers training days. This young man saved up to help buy this locomotive he is a very keen lad! Keep up all the good work.

I was pleased to see some response to my ramblings in the PROSPECTUS. It's good that someone does read the diary. It's not often we get a response. Rob Denton's piece on the B-17 "Sandringhams" was very informative. Please let us have more of this sort of article. It makes a good read. So far this year we have had some very good stories to read about.

April club running saw a total of sixteen engines or more counting the club loco that were out running plus two left in the car. Some were steam tests etc., the track was full at times one of the best club runs for some time.

Young Marcus with a bit of help from Peter Harrison got his Polly Two up and running. He looked so pleased with it a big smile all day!

I will mention just a few engines that caught my eye. Graham Steven turned up first time for ages with his 5" GWR pannier tank, also a very nice LNER L-1 2-6-4 tank in 3 ½" gauge. Both had steam tests. Just a few little problems that can be sorted out for next time. Mike Burke has at long last got his 3 ½" Princess Marina running like a good one its now back as it was chopping them off like it did before. Peter Culham's SR L-1 was going well. He's getting the hang of driving a steam loco now, it takes time to get it right. Also John Snook had his 3 ½" narrow gauge 0-4-2 "Tom Rolt" tank that was mentioned in the PROSPECTUS last time, a very neat loco. The steam test okay a few small snags when sorted out will make a very good engine. Alf has made a very good job of Steve Harland's Class 37. Alf has put plenty of detail on this model even a snow plough a driver and name plate as well. Well done Alf once again!

It was said that "somebody" must have got things right to see such a turn out. Let us keep up the good work!

PONDERINGS

by 61249

Network South East – one of the emerging new Sectors was clearly the place to be in 1990. With an HQ in London a role in the business that played in important part on meeting the transport needs of one of the world's great cities fitted me down to the ground. And the NSE Maintenance Engineer was retiring. At this level in BR at the time the interview process was quite informal. Unless you were joining the outfit from outer space, you would be known, and your performance



*Simple, reliable,
comfortable, newly
painted and quietly
rotting away
Class 421 NSE
1989 ish
Photo Author*

discussed in informal sessions not involving you. So I cannot remember

any interview for Maintenance Engineer N.S.E., but I got the job. Once again, at the time, the fleet was probably among the biggest in the world at some 6,000 vehicles. Pretty simple vehicles, most of them, and with lower speeds than Inter City the job was graded lower than the equivalent Inter City post, which error I never really came to terms with. But a fantastic task it was. The venerable Chris Green was in charge of NSE, and had the knack of always having an investment plan ready for any spare cash that was going, and in NSE, this involved new trains. My boss was Larry Shore, and before long Tony Roche was his boss, continuing Tony's knack of being two grades above me.

BR had recently sold a significant proportion of its overhaul capacity as a going concern, (BREL – Eastleigh included, plus Level 5 depots at Chart Leacon, Wolverton, Springburn, Cathays) with guaranteed workloads stretching some years ahead expected, if not contracted. Two issues combined to undermine this view of continuity. First was the recognition that the post modernisation fleets (MK1 coach derivatives) were not going to run for ever, (!) and Chris was poised to buy some new trains. This meant that the old trains had a finite life, and we were poised to take lost of money out of the maintenance budget. Secondly, there was the direction of doing more maintenance work at the home depot, a trend just set in motion by the Cost Effective Maintenance (CEM) project described in earlier “ponderings”. For NSE, the combined impact of these two factors quickly undermined the existence and importance of Eastleigh, and effectively brought the Southern back to the way it used to run in Southern Railway days, with few or no visits of electric trains to Eastleigh. With no steam locos or loco hauled stock to maintain, the writing was on the wall. It would be great to record that the workforce and the management recognised the dilemma and offered a superb innovative and flexible product to compete. Whatever were the constraints, this did not happen, and repairs stuck to the same line based pattern where the rate of overhaul was determined by the slowest vehicle in the line, and the amount of work to be done came down to the amount the gang needed to get its bonus. This is a harsh historic assessment, but I was suddenly their major customer, and that is how it felt at the time. We discovered very quickly that we could take huge chunks out of the maintenance activity, our target being at least 15%, if not 20% per annum. The methodology was simple, extend the period between overhauls, and cut the content of each exam. Well before the order was signed for new vehicles, we would have a maintenance plan for the old one which was firmly based on keeping it safe until the day of its scrapping. By the time they were withdrawn, virtually the only work done would be door related, particularly locks.

In the way that conversations do, one sticks in my mind, and I can use it to demonstrate that railways are a system, and thinking in silos is highly sub-optimal. It started with a call to me that had originally gone to Larry, as Di-

rector, but he was not available. An unfamiliar voice announced himself as “The Board Member for Engineering”. The surprise must have been in my voice for a genuinely did not know that such a welcome appointment had been made. I told him so, which, in the circumstances was possibly not the best idea. He then went on to quiz me in a way that would have done credit to Jeremy Paxman, the tone was pretty aggressive and his line was that we neither knew nor cared about the loss of passengers from our carriage doors. Here he was on dodgy ground, for at the time, apart from the chargehand in the lock shop at Selhurst, I knew as much as anyone on the Southern, while NSE, with standard trailer vehicles having 10 doors a side, had many more locks to look after than any other business, and with some exceptions, we looked after our doors and locks pretty well. Locks were changed as a matter of course after a couple of years in traffic to go through a lock shop and be repaired, new parts as necessary, greased, set up and tested. Furthermore, in the case of accident, the lock and door would be thoroughly examined, the lock changed and a full report submitted as the basis of the report to the Railway Inspectorate. Most of these accidents were, of course, fatal, but in all the time I was involved (over ten years) only on one occasion were we ever able to blame the door mechanism, when we had the lethal combination of a sticking door and a sticking lock, producing a door that looked as though it was secure, until an unfortunate young lady leant on it. A sad, sad day for us all. The Board Member for Engineering stated that he would be surprised if I knew how many people had fallen from trains to their death the year before in NSE. I did know, the answer was thirteen, but slightly riled by his tone and on the defensive, I rebuffed the question with “ but 11 of them were drunk, and two were mad (suicides) so what has that got to do with door maintenance?”



*Paddington in the last days of class 117 – lots of doors, not many smiles
Miserable bunch of Reading commuters safely on their way to work
Photo Author*

By the time I got home I had calmed down enough to tell my good wife that I

had possibly got myself the sack. What he realised, but my train engineering silo did not, was that if we are going to take drunk people home and charge for it, we should have a door system that kept them safe. Our system, probably unchanged since the early years of the 20th century, clearly was not. Inter-City was much worse than us, losing more folk with less passengers and many fewer doors. Taking Scotsmen home from Euston, we had no problem with selling them a skinful by the time they got to Stafford, and then the toilet either didn't work or the door looked very much like the door to get out of, or one that could be opened to relieve the bursting bladder. The wind at 100mph, and the train motion did the rest. Shameful really, but as long as the door and lock passed the tests, we claimed it was not our fault and carried on. There were, after all, warning signs on the door. As a system, the combination of the train design, its operation, the vigilance of the crew, the train catering business, and the passenger behaviour all combined to deliver an unsafe system. To his credit, the Board Member for Engineering realised this, and was responsible for significant decisions to improve the situation. New stock had power operated sliding doors, known to be much safer, and he helped us get a lot of new trains. He also mandated central locking for the Inter City fleet, which I believe at the time cost £5m or so, a bargain in cost per life saved. In NSE the doors were not strong enough to use the same system, we had more doors, fewer deaths, and the trains were older. New stock was the answer, but to help the operators we did perfect the yellow edged door and fitted all the stock, helping the train guard see when the doors were open. Whether it was this, or the awareness of the problem, the numbers fell quite quickly, but the Railway Inspectorate outlawed them and MK1 style stock had to be off the system by the early 21st century.

So a quick question to see if the readers are still awake (answers to the editor please)

Which 20th century safety decision has saved most lives?

Fitting AWS (post Harrow and Wealdstone 1958 ish)

Fitting TPWS (1999)

Central door locking (1989).

To be contined

RSME CLOTHING

Reading Society of Model Engineers clothing is now available at Cavaliers in Weldale St, Reading, RG1 7BX. Prices are competitive with Polo shirts at £12:50, Sweat Shirts at £15:00, Fleecees at £19:50. All of the above prices are dependant on the quality required. Other items are available, please see their web site cavaliersT-shirts.co.uk or visit their premises in [Weldale Street](#) opposite the entrance to [Iceland](#), or contact Tel 0118 9574885. Cavaliers are open until 17:00

COMMITTEE NOTES LATEST

from Peter Culham

Renewal of Club Lease

We are awaiting the formal lease document from Reading Council Legal Services - the terms have been accepted and agreed, just the paperwork outstanding. It may be a few months before this is received back.

Charitable Incorporated Organisation

It's pleasing that the Reading Voluntary Association (RVA) have reviewed the club application and apart from a few minor amendments, agreed that the document is ready for submission. The committee have been happy to agree to the amendments, and the document has now been sent to the Charities Commission. It is of course hoped that they will accept the club's first application, in which case, an EGM can be called for the membership to approve a revised constitution and charitable objects for the club.

Young Engineers / Modelling

The first meeting is for Friday 24 April as planned; various safety procedures and child protection matters are being covered. The first kit parts of the Polly 1V has been purchased in readiness of the classes / meetings.

Other Matters

Reports received on model railway sections; Birthday parties which are going exceptionally well and well ahead of numbers against previous years - excellent feedback received; Public running with continuing positive trends and the success of our ticketing system, not only for passengers but platform staff also; Treasury involving also costings and timings of the Raised Track extension outgoings.

Maintenance and Projects

Pending are Clubhouse carpet tiling and roof repaint whilst other matters take priority. Exterior lighting - suitable items have been identified for club installation. The kitchen soakaway has been dug and reset with suitable drainage which will hopefully be effective for many years to come. Track fettling ongoing; trimming and vegetation clearance on Bath Road side of site complete (for now!). And of course work regarding Track Extension fully discussed.

RAISED TRACK EXTENSION LATEST

Matters regarding reorganization of storage have moved along quickly upon the availability of suitable containers which need to be cleared by present users upon the ending of their use. The garage is being dismantled and disposed of and hard standing is being set behind the garage position to enable incoming unit to be placed in line with and behind the workshop. The second unit which will contain two desperately needed toilets for event day usage will then be put on the garage space. In the fairly near future the large container will be cut up and disposed of; a temporary unit will stand in the car park for interim storage and until a permanent one is replaces the one cut up.

Storage then of the track extension materials will then be secure and dry as will all the club materials and equipment stored now.

Needless to say, the planning and undertaking of the venture is very time consuming, but the committee recognize the **VERY HARD, HEAVY AND DIRTY WORK** being undertaken by club members on Wednesdays to achieve the demanding timescales. It's really appreciated and many, many thanks for the effort being put in. In the meantime, track works and gardening continue and the work by those members is also recognized and appreciated. Wednesdays really do see some great teamwork and graft!

To be continued



Above Hard standing for the container being laid.

Below The base WILL be level!
All photos Peter Culham



Above Club house drainage replacement.

Below Sparks are flying but the garage roof must come down.



ANOTHER TALE FROM THE SIGNALBOX

by Mike Burke

Droylsden Goods Yard signalbox sat on the ex L&Y route between Manchester and Leeds and was a lonely place being remote from civilisation with only insects and wild animals for company.

In the summer time I could watch the wasps catching flies which were zooming up and down the open windows trying to get out. The wasps would catch them as they rested on the glass and fly off with them back to the nest (not a lot of people know that). At night I only had two large oil lamps for illumination (no electricity here) This being the only light for miles around would attract myriads of flying insects from huge beetles to zonking great moths which would flutter around bumping into the lamps and me respectively.

The train services were all steam hauled with ex LMS and L&Y/LNWR types of locomotives. These would whiz by the box going downhill but were working hard coming up. My favourite was the LNWR Super 'D' with their off beat exhaust which was one loud chuff three soft, two loud, one soft and a wheezy snort, in other words all over the place and not synchronised as with other engines. None the less, they appeared strong and never faltered as they clawed their way up the gradient with a heavy freight train.

It was with an uphill trains that an unusual incident occurred. The train was signalled by bell code 3-1-1, an express fitted freight destined for Leeds. These services were designated 'Green Arrow' due to a guaranteed arrival at the destination. And so were given priority (but not tonight). I had cleared the signals and then received the 2 beats 'Train entering section'. Within seconds this was followed by the code 7 beats 'EMERGENCY Stop an Examine Train'. I quickly replaced my signals to danger and used the box to box telephone to find out what was wrong. The signalman said "He's got a hot box" (a hot axlebox).

The driver had slammed on the brakes and in a shower of sparks the train came to a shuddering halt. "Whats up mate" shouted the driver. I said "You've got a hotbox" and looking back along his train we could see billowing clouds of smoke. An examination revealed that the box was on a large siphon type van and the axlebox was glowing bright red but, fortunately the vehicle was not on fire. "That's too hot to go forward we'll have to knock it off here" said the guard so I returned to the box and began to make arrangements and, set the points and signals for this to happen.

The front portion of the train set back onto my goods loop and the van was detached. Then the train was recoupled and with a cheery whistle she set off again with the driver giving it full regulator as he tried to make up some of the lost time. Meanwhile I had to report the incident to the Control Office in Manchester. The controller said "We will have to advise the customer about

his missing consignment Can you get me the details off one of the vehicle labels?"

I left the box and walked to where the vehicle stood with smoke still drifting from the axle but the red glow had gone. I found a label fixed to the sole bar and took it back to my box. It read 'Consignee. Silcock. Consignment: Horses'. I relayed this information to the controller who said "Good God, I wasn't told the train had livestock. Are they alright? And, can you give them any water?"

My water supply consisted of the remnants of one large enamel jug left by the morning tripper. This box had no running water. In fact in winter when the morning tripper didn't run I boiled up snow, but can't recommend the taste. So on replying in the negative and explain my problem he said "Right I will get the osler from Ordsall Lane to bring food and water, and see if we need a vet". Some semblance of normality resumed and a busy flow of trains took my mind off the berthed van as night fell. Shortly afterwards I became aware of headlights from a car bouncing along the muddy track to my crossing. When it stopped a voice shouted up "Where's these horses then" I shouted back "they're up the loop" and pointed back into the darkness. "You'll have to help me" he said, "I've only got a torch. Can you bring a lamp?" Quickly putting on my coat and grabbing the box handlamp I accompanied him along the loop.

On reaching the van he said "Are you sure these are horses ? They're bloody quiet" To help I shone my lamp on the remaining label which clearly said Horses. "Right then" he said "we'd better have a look at em" and opened one of the large side doors.

What a shock met our eyes. They were horses alright, but the big shiny backsides of wooden doobby horses for a fairground ride. A torrent of swear words, some of which I didn't know were shouted aloud about the incompetence of those in control offices. Which when he calmed down revealed they'd broken up a card school and he held a winning hand.

On another occasion in early March I was on the 2/30 to 10/30pm shift and the weather was foul with a howling gale which was whisking away the remnants of winter undergrowth and leaves. I had lit my three oil lamps and tried to reduce the wind blowing up through the slots in my lever frame with newspaper. The wind was causing the lamps to swing like a ship in a storm whist papers and notices had to be held down with anything weighty.

Trouble arose when a freight train slowed down with its whistle blowing and the driver shouted "Light out" and pointed back along the line. I looked out into the darkness and the bulls eye lens on the rear of my home signal was dark meaning the oil lamp was out and would have to be relit. Cursing my bad luck I telephoned the signalmen each side to tell them I was leaving the box and the reason. Then putting on a heavy coat and hat I grabbed the box supply of paraffin and some newspaper and set off into the howling gale.

The wind was making banshee laughter in the telegraph wires as I reached the signal and looked up at the signal ladder. But there was nothing else for it but to grit my teeth and start climbing the 30ft or so up to the signal lamp. As I climbed the signal post began to sway wildly and I felt very vulnerable the higher I got. Fortunately, in the dark I couldn't see the ground but the swaying was alarming as I finally reached safety hoop fitted at the top of the ladder. I lifted the lamp out of its casing and tried to relight it but the matches kept blowing out. So I decided to go back to ground level and make a taper out of newspaper. This I soaked well in paraffin so it wouldn't blow out and lit it. This then roared like a blowlamp in the high wind and caused some burning paraffin to drop on my hand and coat sleeve which immediately caught fire.

I promptly dropped the taper which was immediately grabbed by the wind and whisked up into the air only to jam against the wooden signal arm where the flames roared away merrily. Meanwhile, with much cursing I had frantically beat out the flames on my hand and sleeve and decided to return to the signal box to treat my burns. As I did this there was a loud crack and a shower of sparks as the now weakened wooden signal arm snapped off and fell like some sparkling pinwheel to bounce along the ground.

"Oops". I now had to request a flagman to hand signal trains and a signal technician to replace the signal arm. The outcome was that the signal arm was replaced with a nice shiny metal one but this was still oil lit. I decided that if the light ever blew out again it would stay out until a lamp man could be called out to deal with it..

FURTHER TALES FROM THE WESTERN REGION IN THE 1970s

by Wolverton Pug

Keeping the coaching stock train formations as laid down in the bi-annual (summer and winter) Passenger Train Marshalling Book, took some doing. Unlike the modern railway with fixed unit formation trains, in those days the trains were formed from a myriad of different coaching stock types. There were Mark 1s, Mark 2A,B,C,E,F and Z. (The Mark 2Ds were on the Eastern Region) The Mark 1s could be air or vacuum braked, steam, electric or dual heated. The Mark 2s were all air-braked apart from the Mark 2Zs which were vacuum braked and dual heated. The Mark 2 Es and Fs were air-conditioned. On top of this eclectic mix we had the 8 vehicles built in 1964 for the Talisman service on the East Coast (XP64 set), plus various odd one-offs. This included the LFK, which was a Mark 1 compartment first class vehicle, with a lounge area containing swivel arm-chairs; and also some open unclassed ex dining saloons with loose chairs.

The Mark 2Es were meant to work the Intercity services on the Bristol/Weston Super Mare route and the Mark 2Fs on the South Wales Services, mainly to keep them separate for maintenance purposes due to detail differ-

ences. These were being introduced brand new whilst I was at Paddington. The West of England services remained in the hands of the Mark 2 A-C fleet.

The Mark 2Zs had been cascaded to the WR from the West Coast when they received their first Mark 2Es. They were destined to replace the Mark 1 vehicles in the two Plymouth to Edinburgh sets, and were drafted to us piecemeal, sometimes after works overhaul (usually Derby), but more often than not arrived overdue main works attention. So no sooner had we received sufficient to replace half the first set of Edinburgh stock than the shopping control would red card them for Wolverton works.

A number of these transfers, being vacuum braked vehicles, came via parcels services and turned up at Didcot for forward movement on the next suitable vacuum braked service to Old Oak Common. These moves were covered by telegraphic wires from the LMR, using the 'British Railways Standard Codes to be used in Telegrams on Railway Business'. One I remember read "Following vehicles 5075 and 5078 forwarded per 3Vxx parcels. Area Manager Didcot SKUNK", which meant "-- secure connection with next available service.

We eventually got the Mark 2s into the two sets. These were prime services on the NE/SW route and were constantly under the surveillance of the NE/SW Chief Investigator, based at Derby. He phoned me one day on his arrival back in the Derby office after visiting somewhere further south by car, rather irate as he had been stopped at a level crossing somewhere in the wilds of Rutland, and noted one these Mark 2s in the formation of a Birmingham to Norwich cross country service.

One Monday morning whilst taking down the details of stock on hand in the Bristol Division, Dave A. the rolling stock clerk listed 4 vehicles at Worcester which had turned up there over the weekend, obviously used to strengthen services on the Saturday. They consisted of loose chair 42 seat open Mark 1s W4 W5 W6 and a 48 fixed seat open W1017. I told him to do the usual which was to send them back to Old Oak Common using the 07.00 Worcester to Paddington which went to OOC in the afternoon before its next working. I thought no more about it until I received a 'phone call at about 09.45 on the Tuesday from the HQ Control passenger man to tell me that the 07.00 from Worcester had arrived in Paddington station, formed with load 14, locking the track circuits outside the station and the Golden Hind from Penzance was stuck outside!

At that point I thought my job was on the line. However amazingly I heard no more so must assume the class 08 station pilot must have niftily removed the miscreants to restore order! I telephoned Dave at Bristol and said that I did not mean all of the vehicles should be sent up the same day! A lesson learnt.

In my usual weekly attempts to identify the whereabouts of all our coaches, one particular vehicle continued to remain missing. It was a brake composite vehicle (BCK). Those not in the London commuter sets worked some com-

plicated cyclic diagrams, involving parcels and mail overnight trains between the West of England and the likes of Sheffield, Leeds and Bradford. We had a fleet of 23 of these, 19 of which had diagrammed workings. This left 4 vehicles to cover maintenance and works overhauls i.e. 83% availability. This sort of percentage would work very well in circuits returning to the same or perhaps only two different depots each night, but some of these diagrams finished up several hundred miles apart. The missing BCK had last been reported in the diagram that included the 01.10 Bristol to Sheffield mail. The Eastern Region Rolling Stock section at York were generally very good at reporting foreign vehicles on their region and this vehicle did not appear on their weekly wire for week after week. Neither did the vehicle appear on our own returns (known as STOURS-another telegraph code meaning "following is the state of our yard").

Eventually I am travelling to the West of England on a train from Reading and what do I see? The very vehicle sitting at the buffer stops of the Barnstaple bay at Exeter St. Davids, looking in good fettle and well cared for! On my return to Paddington (no mobile 'phones back then) I phoned Dave at Bristol whose response was thus, "Well they like to keep a vehicle up their sleeve for the Barnstaple bumper in case the unit fails." I suppose the sight of a class 50 thrashing along the Tarka Line with one coach would be worth seeing! A BCK of course is a complete train-first and second class, a brake and van space.

Talking of DMU failures, in the days when you just did not cancel trains, Newton Abbot had to improvise for the first train of the day to Paignton, because the DMU had failed. They turned out a full brake (BG), which is van space only, and a class 50. Seating being provided by two of the original GWR platform seats. On the return from Paignton, the unit had been repaired and the platform seats were returned to their rightful places.

Our point of contact in the WR Restaurant Car Department was one Frank Chaston. Frank was old school and had previously worked for the Pullman Car Company. His standards were very high as a result and he took the WR catering requirements extremely seriously. We still had many full dining car services in the 1970s, and as there had been no new build catering vehicles since the Mark 1s, apart from the Manchester Pullman and the Blue Pullmans, we used Mark 1 Restaurant Buffet vehicles - (RBs) i.e. kitchen one end, buffet counter in the middle and seating area at the other. The meals were served into an adjacent Mark 1- 42 seat open first, and these formations were included within the new Mark 2 E/F air-conditioned sets.

Obviously the kitchen needed to be next to the first class dining vehicle, though if seats were available second class passengers could dine as well. The seating area of the RB was for teas, coffee, drinks and snacks. If we had engineering diversions over a weekend or diversions due to a mishap some of the sets would get reversed. It was easy to remarshall the open seconds and the firsts and brake vehicle in the marshalling sidings, but this would leave

the kitchen vehicle with the buffet section next to the dining seated area.

When this happened of course Frank would be on the 'phone until it was rectified. The sacred cow of all was the down Golden Hind - 17.30 Paddington to Penzance, upon which many dignitaries took dinner on the return from London. This regularly included the Rt. Hon. Edward DuCann MP for Taunton. Everything possible was done to ensure a fully equipped (pots, pans cutlery etc.) and fully stocked (food, booze et al) restaurant car was provided for this train, no matter what had occurred during the day. If the Golden Hind dining car was not the correct way round I could not guarantee at short notice getting a loco to turn it on the Old Oak Common depot turntable. In that case it was turned by putting on the rear of the 08.05 Paddington to Worcester, which went via Birmingham and returned via Evesham and then went to Old Oak Common. (*To be continued*)

42. Circuit Working of Sets			
77. BCK. SK. Vacuum graked, Steam Heated. Mark I Off 77. Forms 77.			
Malago Vale	05/25	RD	A.336
Bristol	06/30	RD	A.336
Plymouth	09/48	WD	D.336
Penzance	13/28	WD	A.336-337
Bristol	23/52	01.11	TPD
Sheffield	06/13	07.42	TPD
Leeds	08/29	14.43	TO
Sheffield	15/28	15/36	TO
Plymouth	21/45	22/28	TO
Laira	22/28		D.81,82
Laira	16/58	16/40	WD
Plymouth	19/50	17/33	WD
Penzance			D.336
Leeds		12.00	SUN
Derby		14.13	SUN
Bristol	17/01	17/25	SUN
Malago Vale	17/41		D.96,332
76. BCK. SK. Vacuum graked. Steam Heated. Mark I Off 161. Forms 161			
Plymouth		10/55	TO
Penzance	13/28	18.00	WD
Penzance		01.11	NTHO
Bristol	23/52	07.42	NTHO
Leeds	08/29	14.43	NTHO
Sheffield	15/28	15/36	NTHO
Plymouth	21/45	22/28	NTHO
Laira	22/28		D.79,82
Plymouth		00.15	PD
Bicester St.D.	01.30	01/45	PD
Bristol	03/23	05/45	PD
Malago Vale	06/01	20/30	PD
Bristol	20/43	21.20	PSO
Plymouth	00/38		
Plymouth		16/08	SD
Bristol	19/53		(13.00 France Poles)

41. BCK. SK. Vacuum graked, Dual Heated. 100 m.p.h. Mark II A/B/C Off 41. Forms 41			
O.O.Common		06/45	WDFO
Paddington	07/00	07/30	WDFO
Plymouth	11/31	13.00	WDFO
Paddington	16/35	17/30	WDFO
Plymouth	21/15	23/55	WDFO
Laira	02/15		
Laira	06/29	06/12	TTHO
Plymouth	10/43	11/30	TTHO
Paddington	20/52	16.40	TTHO
Paddington	20/51	21/06	TTHO
O.O.Common	21/06		
Laira	09/45	09	SD
Plymouth	10/02	11/15	SD
Paddington	15/17	15/35	SD
O.O.Common	15/05	17/43	SD
Paddington	16/03	16/30	SD
Plymouth	21/12	23/50	SD
Laira	22/20		
Laira	10/02	11/45	SD
Plymouth	15/02	16/30	SD
Paddington	16/45	19/00	SD
O.O.Common	19/00		

The BCK cyclic working shows the complicated diagrams for two BCKs. The Dining Portion of the Golden Hind (*above*) worked the train MWFO diag 41, whilst diag 40 did the job on TTHO. The dining portions worked only to and from Plymouth. Both these are extracts from the 5th May to 5th October 1975 Circuit Working Book. *All by Wolverton Pug*



Left, The Mark 1 RBR W1750, is the correct way round showing the buffet saloon next to the second class portion. The first class coaches and kitchen end of the RB are off picture to the left. It was taken at what was then platform 4 at Reading in June 1971.



**CLUB RUNNING
DAY 11 APRIL
2015**

Photos by
John Billard



DIARY

2015

*Setting up from 10 30
tbc—to be confirmed

* Setting up from 10.30 for a 13.30 start.
tbc - to be confirmed

Opinions expressed in PROSPECTUS are the personal views of the contributor and cannot be taken as reflecting the views of the club committee or editor.

**The deadline for the June PROSPECTUS is
18 May. This is the final date.**

Contributions from all members are greatly welcomed
They may be submitted in hard or soft copy to the editor.
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